

# Aviation News

McGRAW-HILL PUBLISHING COMPANY, INC.

NOVEMBER 29, 1943



**"Lightning" Producer:** Robert E. Gross, president of Lockheed Aircraft Corp., and director of the vast production expansion program to meet accelerated demands for the P-38 Lightning long-range fighter which has distinguished itself in combat. New and important subcontractors are being added.

## Renegotiation Fees Gain in Committee

Report provides for appeal of decisions to U. S. Tax Court; minimum to be raised from \$100,000 to \$500,000.....Page 9

## Industry Eyes Capital Reconversion Moves

Nelson, Byrnes or Wilson expected to be selected to head government efforts in shifting to peacetime basis.....Page 20

## Airlines Face Rails' Traffic Challenge

Railway Age survey reveals great program to speed services, cut fares, improve coach comforts in bid for postwar traffic....Page 7

## AAF Supplies in China Remain Major Problem

Commentator sees no great air offensive in China until Allies recapture Rangoon and re-open Burma Road.....Page 16

## Reserve Bank Analyzes Transport Future

Survey forecasts that streamlining and modernizing of ground systems will keep much of anticipated new traffic out of the air. Page 25

## Unification Steps Seen in Chamber Meeting

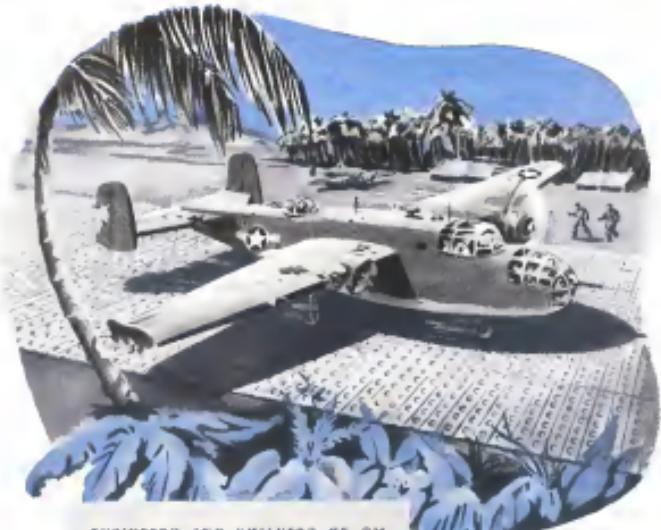
Some progress toward reorganization of Aero Chamber is expected, despite delay in working out details.....Page 13

"They throw everything they have at us, and our planes don't fall apart—it just burns them up!"

From all over the world comes reports like the above, telling of the remarkable stability and toughness of American planes. In spite of everything the enemy can do, a surprising number of them go right on to complete their missions . . . and then come back after having absorbed murderous punishment.

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ENGINEERS AND BUILDERS OF  
HYDRAULIC EQUIPMENT SINCE 1928

THE AVIATION NEWS

*Washington Observer*

**NO CONTESTE**—The propagandists of private flying and those of scheduled air transport differ in their feelings on the Lom Bill. In the opinion of sage observers in Washington the object of both should be to get people up in the air in the strict sense of the phrase.

**PULLING TOGETHER**—Both of these groups of causal gentlemen are right. A study of the situation shows that to date they have not had an opportunity to see eye to eye. If the trans-por group is trying to stifle private flying—which it isn't—or if the proponents of private flying are trying to encourage people to fly in securi-  
ties—which they are not—then that is a quarrel. But neither has had anything to do with these two very important groups of people in their community. In the view of many aviation people that these two groups can and should get together for their mutual good, working toward their common ends, which is to go *Aerobics*, into the air when sense compels.

**AFF SURFACES**—AFF efforts have been for they issued a unique catalog of surplus materials for sale that complaints would be made. If they kept the goods in stock they would be charged with hoarding. If they put them on the market it was a check that some manufacturer would complain about G3 competition—which indeed happened. If they kept the goods until peace comes, Congress might have said that the excess stocks should have been sold earlier at prevailing prices. The 2-page catalog printed in color, offers 941 items like fuel tanks, gas tanks, engine parts, airplane parts, tools, pumps, electrical equipment and other necessities. Some of the products are no longer wanted because of strategic and technical changes in the war; some are relatively obsolete. Most are offered for industrial use. Somewhere in this brief outline is a lesson for war contractors.

**HENRY FORD'S PLANS**—Recent announcement by Henry Ford that he plans to build transport planes in the Willow Run plant after the war was greeted with some skepticism by several automobile observers who believe that aviation competition will be pretty formidable in the transport plane market and that it is more likely Willow Run will be used either for automobile production or some other line.

**POST-WAR PLANNING**—It is the opinion of a high authority in Washington whose views will weigh heavily in the determination of post-war plans, that the same government agencies that mobilized the nation for war should demobilize it for peace. This authority holds that government-owned plants should be sold at a fair price and that under no circumstances should they be turned over to the unions. He holds further that there will be enormous demand in the world for all surplus materials and that they can be judiciously disposed of without hurting either manufacturers or labor.

PRECISION FLYING—The Vought-Sikorsky Kingfisher, which has done yeoman duty ever since Pearl Harbor, with serial recognition, went up with some of her fellows the other day and gave this remarkable demonstration of almost check to check flying. The Kingfisher, also known as the C83II, demonstrates something



out of the ordinary in aerial maneuvers and reminds us of the *Knigsfischer* which was at Pearl Harbor and found to be a bad weapon.

GRASSHOPPER PILOTS—The battle between the Army Air Forces and the Army Ground Forces over control of pilots of liaison





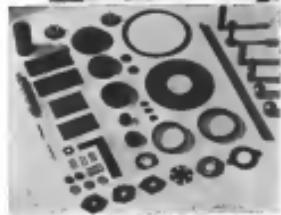
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# Aviation News

VOLUME 1 • NUMBER 12

McGraw-Hill Publishing Co., Inc.

NOVEMBER 26, 1943

## Airlines Face Rising Challenge Of Rails in Postwar Traffic Race

*Railway Age* survey reveals program for general speed-up in all services, fare cuts and addition of comforts in coaches as reply to airlines' bid for passengers.

By MERLIN MICKEL

The airlines have been challenged by the railroads in the race for postwar traffic. Captain of the temporary nature of much of their war traffic, and aware that the airlines already are giving close attention to postwar possibilities, railway executives are shown by a survey to be planning new methods and equipment.

The survey was published in *Railway Age*, a leading spokesman for the industry. The magazine, after a check with top officials of major roads throughout the country, concluded that these men, "optimistic about the postwar outlook for their industry, already are well advanced in plans for lower fares, new streamlined equipment, new services and modern marketing to meet the postwar challenge of airfares, buses, and private cars."

► **Proposals**—The program of "name out of ten rail concerns" boiled down into nine points:

- Reduce passenger fares, coach and Pullman, right after the war.
- Introduce lightweight, streamlined coaches and Pullmans, scrap old cars.
- Modernize marketing techniques, with more money for institutional and product advertising.

- Greater consideration for passenger comfort and convenience.
- Simplify rate structures with a common base rate for the entire family, and simplify accounting methods.
- Restrict union rules which will stability, as airlines now begin, much of their power personalized service sales appeal.

- Restore passenger service at many points.
- Greater comfort and better service from local all-coach trains to extra fare trains.

► Speed up passenger schedules and improve mail and express loading and unloading.

Other comments:

► **Sales Appeal**—"So long as there were only about 250 passenger-carrying planes in the country, carrying about 25 passengers each, the passenger service created a tremendous sales appeal. When the airways go over mass passenger traffic, they will find this type of selling impossible."

► **Postwar**—"We were suffering materially from airplane competition prior to the war, but I do not expect it to be much worse in the

► **Rate Reduction**—One proposed an immediate reduction in coach fares to 15¢, 20¢ a mile, and in first-class fares to 25¢, cents a mile, while another, declaring "nearly tripling air fares will do no good," said coach fares should be a flat cent a mile.

The railroads acknowledged that



INSPECT PAA HEADQUARTERS:

Four American's Atlantic Division Headquarters at La Guardia Field are visited by two Navy men, one of whom used to be with PAA. Left to right are John C. Leslie, Atlantic division manager, Capt. J. P. Whiting, then director of the Naval Air Transport Service, Division Engineer Edward McEvily, and Capt. C. H. Schellhaas, former operations manager of PAA's Atlantic and Pacific divisions and assistant director of the NATS. The visitors inspected PAA's hangars, shops and flight mechanics' school on North Beach, and met other Atlantic division officials at a reception in Pan American's passenger service dining room.

a large percentage of the \$8 billion passenger miles they expect to run up in 1943—more than 50 percent above the 1942 total—was due to troops movements.

The surface, devoided of a large share of their equipment when the war began, had a passenger mile expectancy for 1943, and one air traffic expert in commanding on the survey, of 15 million—5 or 6 percent over the 1942 figure. Rail lines, on the other hand, not only did not lose equipment but were even permitted to complete that started in 1941.

**Reschedule**—This source emphasizes a reshuffling of the passenger market after the war, with the large proportion of that type of traffic which has been the so-called military class turning to the air. The great air睡ers, which were a threat to the airlines as a coach sleeper, a car of revolutionary design of which only four have been built and equipped. These, however,

were used for a time between New York and Chicago with impressive service and economy are to be maintained.

**New Bill for Passengers**—This observer pointed out that although only eight or nine of the railroads have had a major interest in passenger traffic in the past, the interest is growing, and the industry is in a rapidly improving financial position to better its equipment.

The item of concern was cited as one to which the airlines definitely must give consideration if people are going to fly in large numbers. First glimmer of air travel may yield to meteorology, and this will be particularly true as overseas planes. Furthermore, because frequency of service and maximum load factor will be heavy factors in the type of operation, larger planes, which are now being developed to serve the main, probably will not be practical for several years after the war. A 60-passenger plane was forecast as the limit in size of frequency of

## British Convert Bomber to Airliner

*Avro York is modified version of commercial Lancaster used by Trans-Canada in Atlantic Service.*

The Avro York, Britain's commercial transport version of the Lancaster, is more of a modification of that famous heavier than is the commercial Lancaster. Trans-Canada Air Lines uses to fly official passengers and mail across the Atlantic. British information sources say the Canadian plane is a angular adaptation of the bomber, which is being built at Avro's Woodford Works, Cheshire, Eng., near Liverpool. The British ship, on which details have just been announced, is a complete modification.

**Fairchild**—*Mansphere*—An industry describes the York as a high-wing four-engine monoplane (wing span 103 ft.; over-all length 87 ft.), powered by four Rolls-Royce Merlin liquid-cooled engines. External differences between the York and the Lancaster in the main are shape fuselage and the York's triple tail unit.



### BRITAIN'S NEW AVRO YORK IN FLIGHT:

This late picture of the York, manufactured by Avro Avions Co. in Great Britain as a transport modification of its four-engine Lancaster bomber, shows the 26 to 30 passenger ship in flight. Although the York's details have not been disclosed by the British Air Ministry, the plane appears comparable to this country's Douglas DC-4 and Lockheed Constellation, which are 48-52 and 35-69 passengers respectively. The Boeing 307B Stratoliner is a 38-passenger ship. External

differences between the York and the Lancaster is the nose shape, fuselage and the former's triple and the latter's triple vertical stabilizer. The trans-Canada air-built Lancaster used by Trans-Canada Air Lines to fly official passengers and mail across the Atlantic is a simple adaptation of the bomber, while the York is a complete modification. The York's fuselage is intended for passenger or freight, and internal equipment makes the ship convertible.

## Rules Committee Studies Lea Bill

Prospects that the Lea Bill (H.R. 3431) to amend the Civil Aeronautics Act will come up for debate about Nov. 30 were written a few days ago, although the House Rules Committee, under Chairman Schlesinger (D. Ill.), started hearings on the measure.

Conferees on the House are said to be in agreement of Congress' need with legislation under discussion. In the case first withdrawn were Representatives Schlesinger (D. N. J.), Cremer (D. Calif.) and Hinckley (D. Calif.) of the House Interstate and Foreign Commerce Committee, wholly favoring the bill. Schlesinger is chairman of an aviation subcommittee.

Minority members were yet to be heard, and a spokesman for the rules committee, which many gave the bill as withdrawn before it could be debated on the floor, said it was doubtful that the hearings, which lasted less than two hours on their opening day, would be resumed before the week. The House convened an hour early at 11 A. M. Wednesday, and no members were available for the hearing. The weekend indications were that the Legislature, even with favorable rules committee action, would not reach the House itself before the first full week in December.

There was an lack of optimism on the part of some that a role for the measure would be obtained, although the matter probably won't be hurried.

Meanwhile the controversy over

the legislation grew in strength with action leading to the following financial action. In a last-of-the-week development, Representative Lea (D. Calif.), chairman of the committee that reported the bill bearing his name, circulated among his colleagues a pamphlet outlining his opposition to the minority bill (H. R. 3431) by Representative Hinckley (D. Tenn.).

Major point of issue as the rules committee hearings started appeared to be not the question of state's right to control a new area of power but the fact that the civil government complete supervision of air regulation, but the amendment surface carriers shall be permitted to enter the field of air transportation.

The main point of contention from the Lea Bill has been the provision on the present act has been interpreted as preventing surface carriers from that field would be given legislative base in a separate measure (H. R. 3431) introduced by Hinckley on which hearings yet are to be held. The House, on the other hand, would permit such participation.

Recently the suggestion came from the Hinckley Committee that shipowner lines be allowed to operate air services as an aid to their in particular cargo competition. Chairman Hinckley, on the other hand, has come out in opposition to this.

Meanwhile the committee was understood to have told Lea to lend his influence to this recommendation.

## Carbon Steel 'Tight'

Iron is only difficult raw material, Krug reveals.

WPA's Controlled Material Plan is in effect in a statement by E. A. Krug, who has been given the task of controlling steel, carbon steel remains the only difficult raw material. While some carbon is used in the manufacture of aircraft, alloy steel, is utilized in far greater quantities.

The WPA Requirements Committee, of which Krug is chairman, has completed the task of allocating available materials to military and civilian agencies for the first quarter of 1944. He indicated that a sufficient quantity of alloy steel aluminum and copper to insure completion on time of all essential programs will be on hand.

**Critical Forms Tight**—Although certain forms of copper and aluminum are tight, the situation appears favorable for difficulties and not overall shortages in these metals, Krug said.

It is estimated that some 14,470,000 tons of carbon steel will be needed during the first three months of the coming year.

## Contract Renegotiation Foes Win Some Ground in Committee Fight

Report provides for appeal of decisions to U. S. Tax Court; minimum to be raised from \$100,000 to \$500,000.

By BLAINE STUBBLEFIELD

Opponents of war contract renegotiation are having trouble to win the fight but they have gained prospects of winning a few rounds. The House Ways and Means Committee last week issued its report on the 1943 revenue bill, including provisions that: (1) war contractors and subcontractors may appeal renegotiation decisions to the Tax Court of the United States; (2) a War Contracts Price Adjustment Board to act jointly for all procurement agencies shall be established.

(3) the minimum contract that can be renegotiated shall be raised from \$100,000 to \$200,000, uniformity of procedure to be attained by use of several standards as basis for calculations; (4) all profits recovered, whether in cash or credit on future deliveries, shall go to the Treasury.

**Revised Bill**—Committees on Capital and House Rules had held hearings on renegotiation and agreed that because it is a revenue device it should be handled by the Ways and Means Committee, which is in charge of the tax measure.

The revenue bill just reported to the House says no minimum to be deducted from the agency's appropriations in kind and authorized, so that renegotiation cannot increase the funds allotted by Congress.

**Conferees**—Charles E. Watson, WPA vice-chairman, whose resignation has been postponed by the President, told the House Committee last week that concession in renegotiating fixed-price contracts would constitute a reasonable measure of control of procurement. But a majority of committee in general are on the same plane category.

Army officials claim renegotiation is a good thing for manufacturers and that many of them oppose it. They revealed the name of a leading war-production firm whose president said that, had his rate of profit been allowed to continue, he would have faced possible prosecution on the recommendation of a Congressional committee.

**Price Listed**—Officials read from records, showing enormous profits, increasing by several hundred percent since 1940, in many cases multiplying original investment many times over. They said that 90 percent of recuperated funds and credits would have been taken by excess profits tax anyway.

## PAA in Curacao

Pan American Airways was granted landing rights in Curacao for its Miami-Venezuela service, for three years initially in both directions. The company also was given permission to train in a technical staff.

## Changes in Contract Renegotiation Voted

House group amends process to curb excess profits.

Principal features in contract renegotiation, as approved by the House Ways and Means Committee, include:

Reduction of the area of renegotiation, one, by increasing existing exemption of \$100,000 to \$400,000, two, by exempting agricultural products, thereby, by increasing the definition of subcontractors to include and those contractors that are a component part of the final product, four, by exempting all subcontractors under exempt price contracts and subcontractors and five, by providing for the discretionary exemption of standard commercial articles as defined in the bill where competitive conditions have been restored.

**Standards**—On validation, the bill validates the renegotiation process by requiring inclusion in all contracts and subcontractors of a clause providing for renegotiation and sets up standards for consideration of the War Contracts Price Adjustment Board and the Tax Court of the United States in determining excessive profits.

The bill requires that the proper appropriation be reduced to reflect the contract price reductions and excessive profits recaptured will be paid into the Treasury as miscellaneous receipts as under the existing law.

**Procedure**—On renegotiation procedures, the bill establishes the War Contracts Price Adjustment Board of five members, three from the executive departments. This board will review, on petition of the contractor, decisions of the departmental boards. It also provides for the determination of excessive profits to be made by the Tax Court of the United States and, as under existing statute, excessive profits are to be determined without regard to tax payable thereon. The bill requires computation of profits in the same manner as for income tax purposes, including amortization.

Contracts made after enactment of this legislation are to be non-negotiable. Amendments affecting area of renegotiation, validity and distribution of proceeds are to relate to contracts entered into in 1943 or later. Amendments granting review are to relate to renegotiations had after April 26, 1942.

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**Rubber Transport** One of the Rubber Development Corp.'s Catalinas, used to carry rubber out of South America's interior, is shown here on a rubber strip at Manaus, Brazil.

## Planes Aid Solution Of Rubber Problem

Ford Stakeholder receives sole of aviation in speeding equipment, personnel to South America.

With need of rapid transportation vital, and confronted with the problem of inadequate shipping to South America, the Rubber Development Corp. turned to aviation with the result that 100 planes of a special type are used in the rubber procurement program, according to Ford Stakeholder, head of the corporation's aviation division.

He disclosed that the main tasks of the scheduled and non-scheduled services throughout the Amazon basin are between Manaus, Brazil and Manu, also from Iquitos, Peru, to the Pacific Coast. Other South American centers are accessible by airlines already in operation, he added.

**Contracts**—RDC contracted with

Pan-American Airways to serve Manaus while Panair do Brasil contracted to run from Belém, on the Atlantic, to Manaus and Iquitos, Peru.

PAA uses Sikorsky S-42's while the Brazilian line flies B-17's. Compania de Aviación ("Ferrocarril") operates between Iquitos and the Pacific with Consolidated PBY-5As supplied by RDC, he said.

**RDC Personnel**—In addition, RDC utilizes eight PBY-5s, one Grumman amphibian and one Lockheed 12-A. To keep these planes in condition and to drop them in case of emergency, RDC has a fleet of 12 semi-piston, two-cylinder, aircraft ground mechanics, five flight engineers, six flight radio operators, six ground radio operators, six mechanics and 25 other helpers.

Personnel and vital needed equipment must be flown into the rubber country of South America. Rubber must be flown from inaccessible parts of the interior to transportation centers where it is transferred to river boats and launches. Rubber is flown to the U. S. only when planes are returning empty.

**Equipment Flown** In-telechronized, radio and power plants have been built into the interior and all necessary for these plants was brought on by air. Once a 6,000-lb. diesel engine for a power plant was flown in, hauled down and then reassembled, one RDC official said. Kerosene gasoline for the planes must be transported in the jingle by aircraft.

Stakeholder said, the U. S. Navy selected three amphibious PBY's. The Catalinas were cargo craft from military to cargo craft by replacing the blisters with hinged hatches, by adding cargo platforms and batten devices, and by stripping the interior of the military gear. After these changes, Stakeholder said, the planes are capable of carrying loads of more than five tons.

## Carnegie Heroes

Carnegie Hero Commission has awarded medals and \$100 each to Charles R. Merchant, Jack R. Bassett and Loren H. Sorenson, Alaska employees of Civil Aeronautics Administration.

They received a crew of four Catalinas in September, 1943, when a B-17 bomber crashed about 150 yards from their CAA headquarters at McNeil, Alaska. They disregarded the danger of the burning plane and冒死冲进 to the plane.

Merchant is now chief radio electrician and Sorenson is a senior general mechanic at Kotlik, Alaska. Bassett has resigned from CAA service.

## New Warplanes Soon

Gen. Echols alludes to more combat types to be in action shortly.

Several new types of combat planes are "coming along" and will be in action in several months, Maj. Gen. Oliver P. Echols said in a review of his recent tour of front line air bases.

The Assistant Chief of Air Staff, Materiel, Maintenance and Distribution, was careful to say that these new types, in addition to the Boeing fighter bombers, the B-49, announced recently by Gen. H. H. Arnold, but he did not specify further.

**Studied Equipment**—He was mainly interested during his trip in the performance of the aircraft tested at Wright Field and ordered from his office, and in the logistics of the air war. It is his job to supply spare parts, air fields, air depots, and supply bases for the AAF.

As an instance of the difficulties encountered in the south and southwest Pacific, he cited the Salamaua-Lae area where it was necessary to

survey airframe location from the air, drop air-borne engineers and equipment. Eventually a C-45 transport landed. Several companies of air-borne engineers were dropped from planes in the begin-



**Maj. Gen. Oliver P. Echols**

ning in order to build the field large enough to land fighters. Anti-aircraft and materials were dropped along with troops. When the field was finally ready to accommodate bombers, Echols stated, all equipment had arrived by air.

**The Radar Bases**—Certain well-established bases will be kept at Australia for the duration, even though the front lines move away constantly, because skilled civilian labor in that area must be utilized, he told the press.

Echols said air strength in India, China and Burma had been pushed as fast as possible. The chief prob-

lem remains one of supply. New planes and, of course, increase the amount of necessary supplies to keep the planes flying.

**Prairie Planes**—The P-38 has proven itself on the Russian front, he pointed out. Air Marshal Cunningham, tactical fighting force commander in North Africa and Italy, told Echols that he could build a tactical force with 49 percent planes of the P-38 and P-40 types, and 36 percent at high altitude fighters for Soviet.

In addition, he said the three most difficult classes of supplies to transport were fuel, bombs and steel reinforcing mats. He recommended the work done by the aircraft assembly lines remodeling for high-lead lines to Russia in the Persian Gulf area.

## New Lycoming Jig

Lycoming Division of Aviation Corp. has developed a special drill jig which makes possible the drilling and reaming of all small holes in crankshafts for the R-539 radial aero-rod engines in one operation.

This operation formerly required five separate jigs and the new device reduces set-up time by 80 percent and less of metal material, from nicks and scratches to crankshaft surfaces caused by handling, has decreased at least proportionately.



## AIRCRAFT STANDARDS CONSULTANTS

Officers and representatives of conferring organizations are shown at the recent Sixth National Meeting of the National Aircraft Standards Committee in New York. Seated, left to right: C. J. Rose, Wright Field; Capt. J. P. Valance, AAF, Wright Field; Lt. J. J. Tupper, USAF, Army-Mary Aeronautical Board; W. Midkiff Brown, RCAF, British Air Commission; Flight Lt. D. G. McRitch, RCAF, British Air Commission and Wing Cmdr. J. A. Bennett, RCAF, British Air Commission. Standing, left

to right: J. W. Le May, Australian War Supplies; Eric Dwyer, Curtiss-Wright, part national chairman; Maj. J. M. Miller, AAF, Army-Mary Aeronautical Board; Squadrone Leader C. H. Neddes, RCAF; Carl Snyder, Aircraft Resources Control Office, WPA; Charles Sardas, Jr., Consolidated Vultee Aerials, West Coast chairman; Capt. F. Cox, Fapo, National chairman, Lt. Col. G. R. Gollard, AAF, Army-Mary Aeronautical Board; G. W. Beaupreux, Convair, East Coast chairman.

## Aircraft Components Scheduling Unified

New general order issued is one of numerous actions taken during week by federal agencies.

Scheduling procedures for aircraft components have been standardized by a new general scheduling order, M-366, which will be administered by the Aircraft Scheduling Unit at Wright Field, Dayton, Ohio, under the direction of Aircraft Resources Control Office, Aircraft Production Board has approved this month.

ARCO says the procedure will be that purchasers will state requirements to ASU on Form WPS-2282 with detailed information of requirements and procurement schedules for each component; ASU then checks requirements against available bills of materials in flight of schedules established by the Joint Aircraft Committee. At the same time, WPS says, requirements will be checked with suppliers.

**See No Conflict**—Only components assigned to ARCO—components peculiar to aircraft—enter into this "iron" schedule, and no conflict should arise with other WPS industry divisions, the Board states.

Final authority, over all other orders, ratings or directives rests with ASU.

**Fast Set-up in Gas Outfit**

Urgency of speeding up completion

of 100-octane aviation gasoline plants now under construction was emphasized by War Secretary Stimson and Navy Secretary Knox in letters to PAW Administrator Jakes, in order to keep the military in the Pacific. Of the 12 major 100-octane plants in PAW's 1943-43 construction program, 22 have been completed and 40 will be completed during the next four months, according to Jakes. Forty-four thousand skilled construction workers are employed in completion of these plants. Schedules for 1944 calls for 22 additional plants.

**Cut-Back**—OWI revealed that the cut-back in gasoline in the West Coast and Rocky Mountain areas was necessitated by the heavy attacks on Beaumont and the bombing of Hawaii. East Coast gasoline users have been cut to the minimum for some time to provide fuel for the North African and European theaters.

**War Production Drive** Headquarters has issued a 36-page booklet containing 300 statements from management officials on operation of their Labor-Management Committees. The publication, 349 Industrial Relations, is being mailed to all 10-M committees, as well as to plants where no committees have been formed.

**Further easing of aluminum restrictions was announced by WPS** in an amendment to Order 1-14.

Now, either primary or secondary aluminum may be used for primary safety bats, low grade aluminum and carbon may be used for specified types of machine guard covers, operating devices, solenites and resistors, oxygen-breathing apparatus, reducing valve housings and supplied-air masks and hoods. Materials hitherto used as substitutes for aluminum in these items are not satisfactory or are currently more critical. Use of the type of aluminum now permitted, according to the Safety and Technical division of WPS.

**Defense Plant Corp.** executed a contract with Nern-Kelvinator Corp. for additional facilities at plants in Wayne and Kent counties, Mich., at a cost of about \$200,000. Good-year Aircraft Corp. is far along in its plans for a new plant at Summit County, Ohio. EPC's overall commitment to Good-year now stands at about \$1,300,000. An increase also was granted to Brewster Aeronautical Corp. to provide additional equipment at its plant in Queens County, N. Y. The increase of \$50,000 brings the overall commitment to approximately \$675,000.

**UAW-CHO** was certified by NLRB for hourly rated electrical employees at the Flint Brake plant of General Motors. It was certified also by a 100 percent vote of the Adjudication-Pyrolyzer and Seal control maintenance and all bargaining agreements, metallurgical, physico-chemical, chemists and processors employed in the laboratory at Laramie Station, Oklahoma division, General Motors, Kansas City. After a cross-check of green membership records against pay roll of Cincinnati division, Consolidated Vultee Aircraft Corp., San Diego, it was revealed that 286 of the 416 production, service and maintenance employees had authorized Aeronautical District Lodge 1125, International Assn. of Machinists, AFL, to represent them for purposes of collective bargaining. NLRB, recently, certified this union.

## Air Heat Regulator

Permanence possible says new device used on *Marce* cables.

A new device called Temp-Turb, which automatically controls temperature of air flowing into ducts, is now being installed in standard equipment at least one type of warplane, the *Marce* A-26 being equipped with the apparatus to regulate air temperature in cabin

warming and wind-shield defrosting. **Product of G-E**—Engines of the General Electric Co.'s Service and Marketing department, which manufactures Temp-Turb, said automatic control of the temperature of flowing ducted air as provided by the device can also be used to advantage in conjunction with de-icing equipment, and carburetor air intakes for passenger airplanes as well.

J. E. Campbell, a design engineer, who before Pearl Harbor worked on heat controls for G-E automatic household irons, is credited with the development of Temp-Turb, which is an ingenious application of the bimetallic thermoresistive element used in automatic household irons. Engineers foresee a promising application in such developments as air conditioning and heating.

## Unification Step Seen In Chamber Meeting

Some reorganization progress is seen despite delay in working out details.

Annual meeting of Aeroneftical Chamber of Commerce this week could well mark a step forward in the unified action of the aircraft manufacturing industry but there are indications that all details of the reorganization program have not yet been worked out, despite the time that has intervened since the plan was proposed.

There are few industry executives who deny the value of a strong national trade association for the aircraft industry.

Nevertheless, there still is said to be some difference of opinion as to how this association should be organized and operated.

**Executive Corps**—A strong group within the membership — which numbers more than 300 — favors enclosing all members who are not actually aircraft manufacturers. Present membership includes not only aircraft and engine manufacturers and accessory makers, but others whose industrial relationship is the industry is not so closely related as some industry executives would like to see it.

Proposals for a change of name have been under consideration in various industry circles, but Chamber executives point out that the name is the property of the members and consequently cannot be changed without a vote.

In addition, a related issue enters into this phase of the program

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## Safety Records Set By Air Industry

West Coast plane fatalities declined with lowest war plane accident rate.

Borrowing a phrase from the Aircraft War Production Council, West Coast, the industry most dangerous to the Axis is the safest for American war workers.

The Council deduces this in an analysis of the recent report of the U. S. Department of Labor on industrial accidents, issued as it applies to warplane plants. These plants are credited with the lowest accident rate of any comparable industry.

**Efficiency Raised**—Frequency rate of injuries among airplane workers in 1943, the government report shows, was 114 per 1,000. Council concluded that the combination of warplane plant operation and production methods, combining work simplification, labor utilization and general raising of plant efficiency all contributed to establishment of this record.

It is interesting to note that the record was achieved concurrent with changes in model design, rescheduling to meet accelerated demands of the armed forces and a critical manpower situation with turnover and new workers, all of which made maintenance of safety controls a more involved operation.

**Comparison**—The Labor Department report showed the injury rates were 33.1 for shipbuilding, 49.7 on structural steel fabrication, 17.4 percent on railroad equipment manufacture and 8.6 percent on logging. The aircraft industry's record in the report stands in favor of a general one in accidents during 1943, this partly, of course, to greatly increased employment.

Most injury rate increases, it was indicated, were due to the introduction of large numbers of new workers in all lines of work and shortages of trained supervisors and safety engineers and the fact that war planes were under pressure for more and more production.

**Challenges**—Aircraft companies interpreted the record as a challenge to even greater efforts in behalf of safety. On the West Coast it was pointed out that, low as the injury and accident rate has been, it still cost the warplane production effort 196,191 man-hours in West Coast plants in a recent month, equivalent to loss of 13,523 employees working an eight-hour day.



CAP NATIONAL COMMANDER:

Lt. Col. Ester Johnson, former G-100 executive director, now national commander of the Civil Air Patrol, is shown at the third war conference of the CAP Oklahoma Wing, meeting in Oklahoma City, with two Oklahoma City high school girl CAP cadets, Mary Jean Barber, left, and Beverly Wallis, right. Representatives of 16 wings throughout the country were present at the three-day session, held in conjunction with the National Domestic Aviation Show, sponsored by the National Aeromotoric Association.

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#### ENGINEERING AIDE

Mildred Shultz, Wright Field engineering aide, is the first woman employee of Wright Field to make an official test flight at the Army testing center. She is shown above with the pilot, Capt. L. S. Johnson, as they entered the hatch of a B-25 bomber.

#### Du Pont Wins DSM

Medal awarded posthumously for military glider development.

Richard C. du Pont, outstanding authority on gliders, has been awarded the Distinguished Service Medal posthumously for his work as special assistant to the commanding general, AAF, as chief of the Glider Program. Du Pont held that post when he was killed Sept. 11, at March Field, Calif., while participating in an experimental flight of a new type of glider.

The War Department citation reads in part: "Under his skillful direction, full exploitation of the large glider for airborne operations was rapidly attained . . . Charged with over-all supervision of research in the field of unpowered flight, he maintained close coordination with civilian contractors in their efforts to improve glider equipment."

A pioneer in gliding and holder of soaring and altitude records, one of the outstanding points of du Pont's career was the successful demonstration of a system for picking up military gliders by an airplane in flight.

Du Pont's job of glider experimentation and production in the AAF has been taken over by Maj. A. E. Biersant, who is being assisted by Maj. A. Felix du Pont,

brother of Richard and until recently with the Air Transport Command.

#### Planes and Gliders To Move a Division

Airway maneuvers required at least of aircrews involved in flying.

The aviation industry generally will be watching for signs of things to come in the development of new types of elements of the Airborne Command and the Troop Carrier Command scheduled at Camp MacKall, N. C., Dec. 6 through Dec. 11, which will include maneuvers by transport planes and gliders of an entire airborne division, involving 8,000 to 8,800 men and all equipment.

Plane call for participation of combat teams, operating in daylight and night flights by both paratroop and glider.

**Test Operations**—Troops on maneuvers will be supplied entirely by air. A demonstration of air evacuation of sick and wounded will be given.

These air maneuvers, putting into practice lessons learned from combat areas, will have important bearing on our future operations, it is felt in Washington. Gen. Frederick W. Evans will be director of the maneuvers, with Brig. Gen. Leo Donovan as co-director.

#### BRIEFING

►A year of war against the North African Air Force has cost the Nazis nearly 4,000 surplus aircraft downed during the same period were artifacts of about 1,800 planes.

►Army airplanes used at home will receive their natural color with issuance of an order to remove the slate drab paint job put on by wartime requirements to the Air Transport Command and to airfields operating army planes in domestic service. The move appeared to be limited to planes in transport work.

►The War Department is taking steps to obtain reliable information concerning surface accidents, and reduce delay between the time of an accident and the release of information.

►War Dept.'s recently established New Developments Division to develop and apply new weapons and devices of war will not affect aircraft manufacturers, it is claimed, in any way. The new division, as a general staff division and AAF experimental work will continue to be done at their laboratory at Wright Field, Dayton, Ohio.

►A new aviation fuel to produce "the greatest possible power" has been announced by Sun Oil Co. The new fuel, Dynafuel, is reported by Sun's general manager, J. E. C. Pew, to be 80 percent more powerful than present 100-octane test fuel.

►Gen. Edward D. Alexander has been named commanding general of the Caribbean wing of the Air Transport Command to succeed Brig. Gen. Vincent J. McKey, detached and reassigned.

►By the process of spraying molten metal on worn surfaces and then re-sharpening the original dimensions, hundreds of machine tools have been restored from the scrapheap by the aircraft plant of the Douglas Aircraft Company. Details of the moltenizing process, which can be applied to drive shafts, piston cylinders, bearings and other moving parts subject to great wear, are outlined in a report received by Rep. Braemer, Douglas plant manager.

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►Kinselberger further quotes Wilson that "North American has made that mistake as have many of the aircraft plants. Almost daily I have found some new indications that workers have been given insufficient factual information for them to form intelligent opinions about what their employers are doing or trying to do."

►Should Know Strategy—Wilson was further quoted. "In the last three years, the aircraft industry has gone through an expansion greater than any other industry has in a similar period. The pressure has been so great that managements have had but little time to take their employees into their confidence as they should have. And you can't expect a soldier to fight his best, or a worker on the production front to work his best, unless he knows the strategy by which he is fighting and working."

►AWPC Group Studies  
Incentive Pay Plans

Tentative program submitted by Douglas to Wilson may be a guide.

The Wage Incentive Committee of the Aircraft War Production Council, West Coast, of which H. G. West, Boeing executive vice-president, is chairman, is intensively studying incentive plans as an effort to help themselves on the Pacific coast which is running about 22,000 monthly.

Douglas Aircraft may be a guide on the situation with an as yet unpublished plan which has been submitted to WPA Executive Vice-Chairman Charles E. Wilson for approval. It is known that Wilson favors incentive programs as a means of increasing production.

►Test Buttons—The plan proposes a company postwar readjustment period bonus to employees whose salaries range upward to \$6,500, affecting those who stay with Douglas for the duration.

►Douglas Retirement Plan—At the same time, Douglas announced stockholder approval of a retirement pension plan for employees whose salaries are more than \$3,000 annually. Workers in participation must have been with the company five years and have reached the age of 55. The Douglas Company will contribute a fixed annual employee contribution and on ratios very close to the Social Security Plan. Severance and death benefits will be effective July 1, 1944.

#### Say Industry Should Inform Its Workers

J. H. Kinselberger, President of North American Aviation, agrees with Westerners' plan to let Los Angeles with Gov. Earl C. Warren, the new state, totaling \$10,000,000, as the first major 100-octane aviation gasoline test of this type started and completed in America near Pearl Harbor. It was defeated by the governor. Left to right: California Gov. Earl C. Warren, S. B. Tidwell, chairman of the board of Shell Oil Co., F. S. Chiles, vice-president in charge of manufacturing, May. Gen. R. P. Cawley, commanding general Western Flying Training Command.

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CAB later denied this was an order to limit Chicago and Seattle's advertising output, but said that in considering the mail emergency, it could recognize only that advertising on payroll.

►Objection Withdrawn—After oral argument before the Board, Chicago and Seattle withdrew its objection to the above cause order. ANPA likewise failed to withdraw its petition to intervene.

At this time there is now no argument between the airlines and CAB on this issue. Executive League will recommend that the ANPA petition be denied. It is expected that the final opinion of the Board will follow this same cause order verbatim.



#### NEW CRACKING PLANT DEDICATED

J. H. Callewood, Shell Refinery manager, dedicates Shell's new 20-acre aromatic hydrocarbon plant at Los Angeles with Gov. Earl C. Warren. The new plant, totaling \$10,000,000, is the first major 100-octane aviation gasoline test of this type started and completed in America near Pearl Harbor. It was defeated by the governor. Left to right: California Gov. Earl C. Warren, S. B. Tidwell, chairman of the board of Shell Oil Co., F. S. Chiles, vice-president in charge of manufacturing, May. Gen. R. P. Cawley, commanding general Western Flying Training Command.



## AIRCRAFT PRODUCTION

### November Plane Production Heads for New Monthly Record

Most Washington officials expect unit output to exceed October and all sources are confident that total weight will be up.

By SCOTT HERSHIEY

All indications point to an aircraft unit production at November which will exceed even the record-breaking October output of 6,362 airplanes.

Some production experts estimate the November total at just less than 6,600, but others say that if the aircraft industry tops the October figure only slightly, it will have accomplished what the skeptics said a few months ago was the impossible. ▶ **Production Jumps**—Regardless of the unit production this month there is no question but that the weight of aircraft produced will set an all-time high. The publicly presented, used to units in this battle against the Axis, somewhat forgets that the poundage output really tells the story.

Production experts say that unit output goals are easily reached and



#### ATTEND HIGGINS PLANT DEDICATION

Andrew J. Higgins, Sr., president of Higgins Aircraft, Inc., is shown here with Brig. Gen. K. B. Wolfe, Army Air Forces, rendering Army honors at the dedication of the Higgins Aircraft plant at New Orleans. The photograph, made in Higgins' home, shows a picture of one of the Higgins PT boats in the background.

the aircraft category was especially impressive relative to schedules as was pointed out in AVIATION NEWS two weeks ago. For the first time in 1943, the number of combat models meeting or exceeding their goals was higher than the number that failed to do so. ▶ **Experience Counts**—Nelson said that undoubtedly one of the chief factors in October's 19 percent gain in manhours, and including aircraft, was experience—experience which can come only with time, practice, and constant effort. Better management, better effort by labor, better trained workers—in a word—"know how"—can be seen clearly in October's performance.

### Big Spurt in Output of P-38 Scheduled

Correll's Nashville plant and Hudson Motor Car figure in new Lockheed program.

The strategic position of long-range fighter planes in the bombing picture is emphasized by developments under which nation-wide subcontracting is expected to make possible the production of Lockheed P-38 fighters at a rate of "hundreds of planes a month."

The increase is already decided and, probably, on the accelerated output of the big Liberator, Flying Fortress and Boeing super-bombers that the long-range fighters warrants are expected.

▶ **Big Increases**—Powers on the fighter production and the Army's schedule are, of course, restricted, but Lockheed's President, Robert E. Gross, said the net quota for his company will be "Five times the Army Air Forces requirement of next year ago."

The present daily production rate was given as "greater than the monthly production rate at the time of Pearl Harbor."

▶ **Concordance**—In connection with the program, it may now be disclosed that the Nashville Division of Consolidated Vultee has started production work on the Lockheed P-38 Lightning long-range fighter. It was about two months ago that the plant was contracted to build production planes and tooling an A-30 twin-engine fighter plane, and to schedule the production there, and for initial immediate preparation for the new output of the P-38.

It was coincidental with the appearance of the long-range P-38 over Germany that Lockheed was

permitted to commence its vast expansion program.

▶ **Vultee Field to AB**—Consolidated Vultee's plant at Vultee Field, Calif., will also participate in the accelerated P-38 production program, building wing sections. As the Nashville plant gathers momentum on the new project—intermittent—attention is turned to the Vultee A-30, which is to be quantity for the AAF and RAF—it will assembly complete Lightnings and during the expansion program assist in supplying major subcontractors to Lockheed in Burbank for assembly there. A new office has been set up near Burbank to coordinate the work of the Nashville division and Lockheed technicians.

Other Lockheed subcontractors have gone to Hudson Motor Car Co., Detroit, Rheem Manufacturing Co., and several Los Angeles plants.

### Wage Incentive Plan Urged by WPB Aide

J. W. Nickerson, heading management consultant division, sees 35 percent more output possible.

The question of wage incentive plans—several of which are now under consideration by various aircraft manufacturers—has been raised again and endorsed by the high official of the War Production Board who sees them as a means of increasing production with no increase in personnel or facilities.

John W. Nickerson, director of the WPB's Management Consultant division, believes war production could be increased as much as 35 percent through better utilization of existing facilities and labor.

▶ **Incentive Plans**—He contends that a good share of this potential increase in production can be secured through wage incentive plans and an report of 17 typical cases in the New York region, covering group, individual, and plant-wide incentive pay plans, showed increases ranging from 10 to 180 percent above past performance.

In nine of the cases—all of which had been submitted to and approved by the Regional War Labor Board—the increase over past performance was more than 80 percent. Plans making such items as aircraft parts, electrical tubes, die castings, paper containers, lubricating oils and precision optics were included in the study.

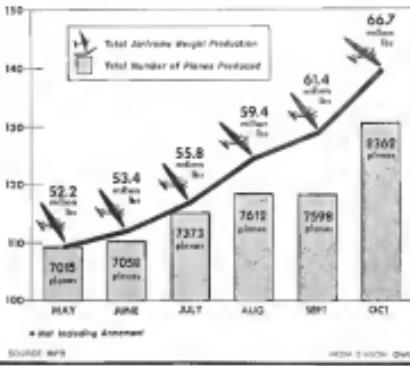
▶ **Favored by Wilson**—Charles E. Wilson, WPB executive vice-chair-

## MILITARY PLANE PRODUCTION

SHOWING MONTHLY OUTPUT & INCREASE in airframe weight<sup>1</sup> and number of planes

MAY-OCTOBER 1943

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SOURCE: WPB

1. AIR FORCE

man, has long been an advocate of incentive wage plans and has plugged them hard to the aircraft industry, which is now considering wage and incentive plans. Reports from the West Coast indicate same type of wage incentive programs will be in force in some plants there around the first of the year.

John W. Nickerson pointed out, and when he had said recently, WPB's interest in wage incentive plans flows directly from its interest in increased war production. He said more than 3,000 manufacturers of all types have applied to the management consultant division for assistance. This assistance takes the form of engineering advice and there is no obligation, no expense of any kind, no vote power.

▶ **Fundamentals**—Nickerson said that, for completely unsatisfactory results, he believed two fundamentals were necessary in any wage incentive plan:

1. Proper technical principles and practices.
2. An understanding and cooperative attitude between management and labor.

He believes that, while much of the difference between current production rates and those reasonably attainable is due to lack of incentive plans, a good deal also is due to fully incentive programs set up without consideration for these fundamental

▶ **Treatment**—"Such conditions need cure," Nickerson said in discussing that subject before the Autumn Production Conference of the American Management Association in New York. "And in adding to our wartime incentives, where often the necessary base for conservative study is unavailing, we all the more need the best scientific thought to bring about the optimum solutions consistent with the needs of the hour."

"In case of incentives, in plants from which we are desperately in need of production, we may need to pass over some of the technical details which in other times we would want to, and call on management and labor to provide greater shares of leadership and cooperation. We should still use the ultimate of engineering knowledge but perhaps work to broader tolerances,

Much care, of course, should be taken to see that our correlation between effort and our measure of effort is positive and sufficient so that the reward is in reasonable proportion to this effort."

## 17,000 Ex-Servicemen Employed by Douglas

But more than 20,000 other workers have been lost through draft.

Douglas Aircraft has approximately 17,000 honorably discharged service men of World War II now working on its production lines.

S. G. Porter, Douglas personnel director, said the group, representing men wounded, spared, or otherwise incapacitated for combat duty, as well as those released from the armed forces because of age limitations, largely replaced the thousands of Douglas employees drafted.

**9-15 Percent Veterans.**—He said there are 1,078 former employees of the Santa Monica plant now with the armed forces, 5,755 from the Long Beach plant and 3,658 from the El Segundo division.

Porter estimated 15 percent of all men now employed at Douglas are veterans of World Wars I and II, and that about 60 percent of this number are ex-service men of the present war.

## Aircraft Industry, Busy on Orders, Eyes Capital Reconversion Moves

Nelson, Byrnes or Wilson expected to be selected to head government's role in gigantic task of shifting business back to peacetime pace.

By SCOTT HERSHEY

The problem of reconversion of the aircraft and other industries is becoming less and less academic and that is one of the reasons the aircraft industry has more than a passing interest in the present

somewhat passing and controversial garage on in the nation's capital.

It is, of course, the aircraft industry's task to make its voice heard in the account of the fact that despite cutbacks in war, its war production there, the aircraft industry probably will be up to the left in production until up to the final hump. At the same time, the aircraft industry occupies an unavoidable and recognizably disadvantageous position in this regard because of its unanticipated expansion as compared with other industries.

**Nelson, Byrnes or Wilson?**—Just who is going to direct this head-scratching reconversion job so far as the government is concerned is still a matter of conjecture. There is still a war to be won. But there are strong indications that Donald Nelson, chairman of the War Production Board may be tapped to head up the gigantic task. There are others that James F. Byrnes, director of the Office of War Mobilization may become the director of war demobilization. And in any conjecture of this kind, it is impossible to leave out the name of Charles E. Wilson, WPB executive vice-chairman, who would like to go back to General Electric, but who may find himself so pressed by the demands of a grateful government that he may not be able to go back to private industry as soon as he would like.

On the Congressional side, the committee headed by Senator George, who is also chairman of the powerful Senate Finance Committee, probably is the group to watch. This committee has recommended, in a preliminary report, an over-all administrative body to study procedures for contract terminations and related matters with Congressional guidance.

**Free Enterprise.**—At the bottom of this and other recommendations of

the George committee is the basic principle that reconversion and contract termination procedures should always bear in mind the restoration of the free enterprise system at the earliest possible moment and avoidance so far as possible of any interruption in production and also large-scale unemployment.

In connection with reconversion, Wilson told the Senate Truman Committee that it was too early for the aircraft industry to divert manpower to peatwork aviation designs, but he added significantly, that the time for such a move might come in 1946.

**New Setup Hailed.**—Wilson also indicated there might be a new setup with the backing of WPB for a cooperative program of management and labor to increase production, now at an all-time high and going up. The management-labor group hatched by Wilson would consider many of the problems now plaguing the aircraft industry and, with proper cooperation and support, the results undoubtedly would be constructive.

Wilson knows, as does everyone connected with the industry, that the whole structure will be substantially reduced when the manufacturers finish their wartime job, but he has indicated that he fully believed the industry will be in a position to further finance operations if termination policies are carried out on a sensible basis.

**Reconversion Strategic.**—As industry leaders advocate careful and definite plans now for peacetime production, so does Wilson. Those believe cautious steps should now be taken looking toward orders and workloads for the reconversion period—without, of course, diverting from war production. Wilson and almost industry leaders have indicated they believe this can be done without affecting war production.

Wilson's views before the Truman committee were given considerable weight with those of E. T. Keller, president of the Chrysler Corp., who told the government plans for the disposition of war plants should be made known to the public immediately if industry is permitted to be aided over this difficult period.

**Postwar Needs.**—While both Wilson and Keller believe war personnel cannot or should not be diverted at this time, Keller held that the government should notify war manufacturers as soon as possible part which plant facilities will be for sale or available and an estimate of what production needs after the European phase of the war is ended.



### SPERRY DEDICATION:

Three officials dedicated the Fredric E. Vose Memorial High Altitude Observatory, Great Neck, Long Island, at the plant of Sperry Gyroscope Co. Study of man-instrument team performance at high altitudes will be made. Left to right: E. G. Gillette, president Sperry Gyroscope; Brig. Gen. Frank T. Hise, administrator of Veterans' Affairs and principal speaker; Midshipman F. E. Vose, son of the late Fredric E. Vose, and T. A. Morgan, chairman of the board, Sperry Gyroscope.

About this time, in St. Louis, Henry J. Kaiser, prepared a vast private credit pool, aided by banks, insurance companies, industry, government and organized labor to finance reconversion of industry to peacetime work. Kaiser contended that as we have no productive program for dislocated power, but there are definite indications in many quarters that the top brains of industry are giving increased attention to this problem, while at the same time, diverting nothing from wartime production.

**Baruch Forst Staff.**—Meanwhile, Bernard M. Baruch, who bears the strongest position in peacetime planning, was gathered about him business-minded men. As pointed out by some Washington observers, just as the war production program was turned over largely to business men like Nelson and Wilson, the job of getting the nation back on a peacetime basis, once the victory is won, is being placed in the hands of men with experience in industry and finance.

Baruch took occasion to deny that



### STOUT AND GUBERSON TALK SHOP:

Willard B. Stout, junior designer now with Consolidated Vultee Aircraft, is shown, left, with Allen Guberson, president of Guberson Diesel Corp., of Dallas, carrying on a discussion of the installation of Diesel engines in helicopters which received attention at the recent Convair of Domestic Aviation Planning, Oklahoma City. Guberson and his aircraft engine has been lightened to 3 1/2 lbs. per horsepower and their weight savings for fuel would be 100 percent over the weight of regular aviation gasoline. Stout and 1,000 of his Skyways, which will have detachable wings for highway use, will be available a year after the war, at a cost below \$5,000.



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he advocated the selection of Nelson to direct the task of convincing America to continue producing, emphasizing that Nelson is in the hands of President Roosevelt and Senate. He remarked, without significance, and adding somewhat to the confusion, that he thought Byrnes was already appointed by the President to be in charge of postwar demobilization as he is of war mobilization. Berney emphasized that he had not advocated the selection of any individual.

Wilson, apparently prevailed upon to remain on his job for the time being, after a conference at the White House, then went into a huddle with Nelson. When descended, came on his conversations with either Nelson or Byrnes or the White House, but there were indications that he still is of a mind to return to his private job with General Electric as soon as he can get a release.

## AWPC Pushes Drive To Curb Job Shifting

Estimates industry needs 13,000 new workers plus 22,000 rehires—

As aircraft War Production Council is in the midst of an intensive campaign to reduce labor turnover, particularly the uncoordinated hunting for new aircraft production.

Council estimates the aircraft industry is now short about 22,000 replacements, in addition to 13,000 new workers needed to meet increased production schedules.

► **Cross of Turnover**—A report by



### MASEFIELD AT WRIGHT

Peter Masefield, editor of *The Aeroplane*, British aviation magazine, and London newspaper writer, discusses construction of a Cyclone 8 with a 2,000-hp engine at Wright Aeronautical Corp. plant in New Jersey. He is also a contributor to *Newsweek*. Masefield lectured to the world American-aeroplane experts yesterday at Wright Field, Dayton, Ohio, on how aircraft manufacturers are doing around the world.

The Council shows the crux of the turnover problem lies with workers who leave their jobs because of "personal affairs" this category constituting 35 percent of turnover. Health reasons were cited in 16 percent of the job terminations and 7.5 percent were for military reasons in a recent survey.

The aircraft industry is constantly at work trying to remove the causes of unnecessary turnover and the question is one of major concern to the Council. There has been considerable progress in the improvement of working conditions, living facilities and transportation facilities, but there is still more to be done.

► **Recommendations**—The report said strenuous efforts must be made by the industry generally, by management, employer and the public to encourage men and women to stay on their war jobs.

Seven recommendations are made, designed to reduce turnover:

1. That employers hire no one without an availability certificate and give certificates only for good cause.

2. That stores arrange hours to fit all employees a reasonable opportunity to shop.

3. That school boards arrange for all-day care of war workers children.

4. That milkmen, laundrymen and

other community services wherever possible give war and other essential workers and their families first consideration.

5. That homeowners rent space room to war workers and arrange to care for children.

6. That those persons who are in a war job stay on the job and encourage others to follow their example.

7. That those persons not in a war job get one.

### Awards

All but five of the 24 awards from War Production Drive Headquarters were given yesterday to aircraft last week. These awards go to employees whose practical suggestions, submitted through labor-management committees, have quickened production pace.

► **General Aircraft Corp.** and UAW-CIO, Akron, Ohio, certificates, six honorable mentions.

► **Curtiss-Wright Corp.**, Airplane division and UAW-CIO, Columbus, Ohio, four certificates.

► **Charles W. Wright, Jr., President**, and International Assn. of Machinists-ATA, Indianapolis: Two certificates, two honorable mentions.

► **Hughes Aviation Corp.**, Farmington Hills, Mich.: Three certificates.

► **Stearman Aviation Corp.** and UAW-CIO, Seattle, Wash.: One certificate.

### Fairchild Gunner Passes AAF Tests

Gunner believed to be first plywood ship used in quantity by Army

Fairchild has disclosed that its 21 Gunner has successfully passed the rigid Army Air Forces static tests at Wright Field, Dayton.

The plane is the only plywood ship, so far as is known, to be used in quantity by the Army. Production of modified plywood in construction of the Gunner made some experts skeptical of its ability to take the same punishment to which metal ships are subjected in such tests, but she stood well and as a result has been structurally accepted.

The plane flown to Wright Field for the tests was made at the Fairchild plant and first took the air last May 20.

### THE NEWS VIEWS —



Dick Palmer

A small aircraft in a West Coast aircraft factory saw its first flight. Two thousand paper cups were needed to make up the weight of the aircraft and it got the coffee and cake service which could not locate any paper cups in the area. The problem seemed insoluble.

As a last resort, a call was put through to the National Aircraft War Production Council in Washington to see if anything could be done.

There was. The War Production Board was contacted, but it had no orders for paper cups were produced, and orders from WPS to release the cups in the aircraft factory went out over the wire. The night shift had started.

► **FAW in Day's Work**—Killing the crane was all part of a day's work to Richard C. Palmer, Washington—was secretary of the National Aircraft War Production Council. Dick Palmer has been in the aircraft industry for 20 years, and feeling pleased that NAWPC is not well known outside the industry, he is willing and ready to help on all aircraft problems that have to do with wartime production. "Locally, we are the best in Washington," he says.

Born in Cleveland, forty years ago, Dick Palmer was the youngest of four children, the second of whom was his sister by twelve years. He was the only American in his family, the rest being English, Canadian or Canadian, whose father conducted an engineering business.

► **Honor Student**—He was educated in public schools, received a P.E. from Denison University, an LL.B. cum laude, from Denison University and did his graduate work getting blocks around in Property and International Law at Oxford, in England. During his school days, Palmer worked on *Students* and during the summer for the *Cleveland News*, as cub reporter and in the editorial room, an experience he considers invaluable.

When the senior partner of the law firm with which he practiced in Den-

### PERSONNEL

ver was elected to Congress, he took Palmer along as secretary. This was Rep. Lawrence L. Lewin, Democratic. Late Palmer worked in the same capacity for Senators Alvin B. Adams and Eugene Milliken. As the former was a Democrat and the latter a Republican, Dick says, "Any 'political clout' was thereby removed forever from my checklist."

Scores of people bring kindly greetings to Dick Palmer every week and the newcomers are always amazed at his ability to solve their problems himself or to direct them to the exact source of information. Whether of government officials who can take sensible action in a matter of minutes. He holds firmly to the belief that it is possible to get things done in Washington honestly, effectively and quickly without reference to subversive methods, high pressure or other unusual methods, and the results bear him out every day.

► **Deputy for General Chair**—After several years on Capitol Hill and four years in the office of General Counsel of the National Aircraft War Production Board, Palmer was drafted to represent the West Coast Aircraft War Production Council panel forces, Palmer was made secretary of the several organizations. The chairman of the board, Charles Frank F. Russell, he quickly works on the myriad problems of wartime production.

William Taylor, an executive with various racing and manufacturing enterprises in the country and Latin America, has been elected president of the American Motor Manufacturers, of Memphis, Tenn. Taylor also spent over nine years on government engineering projects. His headquarters will be in Memphis City.

General manager of Transoceanic and Western Air was chosen W. Bayard, public information head of this division. He formerly had managed the *WPA* news bureaus in New York and Kansas City. Before that, he was employed by Eastern and Western Air Express.

Blair S. Mason, formerly with the Chicago office of the War Manpower Commission, has joined General Aircraft as manager of the personnel and training departments and be located at Love Field, Dallas.



### ELECTED AT AIR TRAFFIC CONFERENCE

Charles E. Board (left), traffic vice-president of Braniff, was elected president of the Air Traffic Conference at its recent meeting in Kansas City. Other officers are (left to right) Melvin B. Fry of United, first vice-president; Thomas Wolfe of Western Air, second vice-president; V. P. Conroy of TWA, retiring president and M. F. Redfern of ATA, executive secretary.



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## **Name Calling Is No Help**

**H**IGH RATE DISAGREEMENT between various groups over the Lea Hill is still splitting aviation's ranks. The service men convinced of the value of the measure to them and the Air Transport Association members are working for its passage. Private flying and state aviation interests represent the chief opponents who see openly giving battle to those who are not organized. They resent what they feel is a disregard for their interests.

Charges and counter-charges are flying across the battle lines and in the headlines, and probably will keep up the can until a united front can be formed out of the chaos. No amount of malignant speech-making will convince skeptics on either side.

The disagreement on the floor at the Oklahoma City Conference was unfortunate. There appears to have been too much emphasis on campaign planning and tactics, and too much pressure to force through a motion for the convention to go on record for the bill. The various groups did not get down to fundamentals.

If the complaints from the states are an accurate index to the difficulty there should be more light shed on the bill to convince the private flyers what the bill is and is not. They have been told many things that the airlines deny are true. The airlines should get together with private flying, clear away the confusion, and consider the possibility of making concessions on several points which, after all,

### Competition After the War

Pro-crusade officials have permitted TWA to announce that its flight crews have made 119 trans-Atlantic flights at least than 20 months. Other domestic lines such as United and American are also making history in over-ocean flying. Before Pearl Harbor none of these companies did more than cross the U.S.-Canadian border regularly. Pan American has made more than 5,000 transoceanic crossings since hostilities began. American Export is flying the Atlantic regularly.

TWA's full page advertisement itself, announcing its 1,100 ocean flights, which appeared in newspapers throughout the country, made clear that "We are happy to confess that TWA is by no means the only airline rendering this type of service to the armed forces."

It says further, and rightly so, that "The vast over-seas flight experience now being amassed by U. S. airlines has become a national asset of inestimable value. It gives bright promise of what the industry can accomplish in postwar transportation. We must guard against the loss of this asset, and make sure that it shall be used to the nation's

TWA's disclosure of the extent of its important and successful over-ocean flying dramatizes one of the best reasons why no one airline company or organization should be delegated exclusive right to postwar international flying under the American flag.

may be more important to non-scheduled aviation than to the air transport industry itself.

Private flying so far in that matter has not had a single group on which it has depended for trustworthy interpretation of the act as it stands, nor has it been able to meet with the airlines for a give and take, down-to-earth discussion of policy, free of pressure for a deadline and a resolution. Neither has it had a single spokesman who would organize and direct its efforts to meet those objectives.

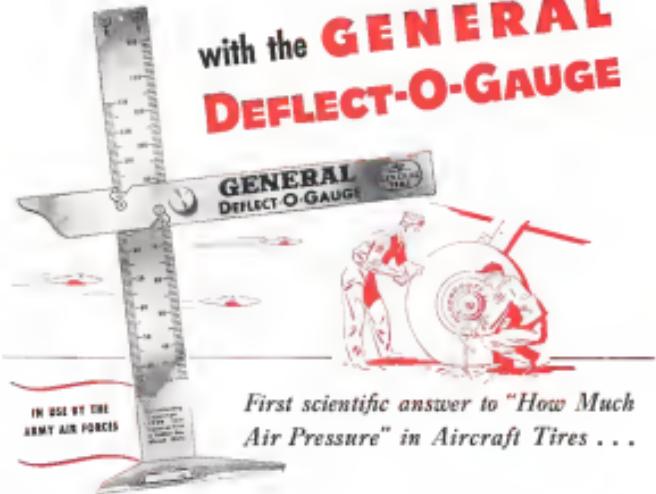
According to reliable individuals for private flying, the points of disagreement are probably fewer than all the smoke and fire would indicate.

To reach the conviction that non-scheduled aviation can't organize itself well enough to decide what it needs is not helping solve the problem.

The arabs, as the only organized, vocal group should offer to meet with any and all non-scheduled delegation who can attend a meeting. The non-scheduled group then would be obliged to organize its delegates and spokesmen, sit around the table and look at the law bill together. A shuttle should not be forced. The purpose of the meeting should be to remove the doubts and objections of the arabs concerning the law bill. The arabs should produce results than the current meetings of handshake speeches, accuse each other of making deliberate misstatements, and issuing name-calling press releases.

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